

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

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SUPPLEMENT TO
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25X1

1. In the Sorge/Katzendorf open-pit mining area, the overburden had been stripped as far as a point south of Culmitzsch and Friedmannsdorf. Stripping operations on the uppermost level had been suspended for the time being but were continued on the second and third levels. The village of Culmitzsch was said to have been scheduled for evacuation because the mine was to be extended beyond the boundaries of this locality.
- Ore mining activities proceeded normally. Only grade III ore was mined. Almost all of the ore was shipped by rail to the loading station; the remainder was dumped. There was no change in the number of workers employed.

2. Work was done in three shifts at the Truenazi ore loading point; the quantities loaded during the two day shifts were pretty much the same, while the quantities of ore loaded during the night shift were slightly less. Between 13 May and 17 June 1955, 140 flatcars were loaded with ore daily.

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trains dispatched to Aue and Gittersee were assembled at Werdau railroad station; individual railroad cars consigned to Aue and Gittersee were frequently seen. It appeared that almost all of these cars were ultimately consigned to Crossen or Zwickau.

3. On 6 June, an excavator and a detail of 18 miners from the Sorge/Katzendorf open-pit mine were employed in an area south of the road extending from the "Puecke" Restaurant to Wolfersdorf. The excavator was used for the construction of a ditch, 32 meters deep which was to drain the area. Work was done in three shifts. Loggings activities were started in the vicinity of the two mines located in this area.
4. After about 14 May, stripping activities were suspended in the Gavern open-pit mine. Work was only done in two shifts, and about 30 workers were assigned to each shift. Only little ore of grade III was mined. Most of the ore shipped to the loading point came from the large ore dump. Workers employed at the mine stated that ore mining operations would be completed in about 4 weeks, and that afterwards all the ore shipped to the loading point would have to come from the ore dump.

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25X1

- 2 -

5. At the Gauern ore loading point, ore was being handled at a rather even rate. Between 13 May and 16 June 1955, 25 to 30 railroad cars were loaded daily; two shifts were worked per day. All the railroad cars seen were dispatched to Crossen.
6. After about 1 June, approximately 200 new workers were recruited for the enlargement of the Schmirchau Central Mine. The two new entrance shafts of the pit were lined with bricks as far as the pit bottom. These shafts were scheduled to reach a depth of 120 meters during the month of June. The special construction details from Object 11 were promised a bonus of 15,000.00 DME if the shafts were completed in time. The Schmirchau mine will be provided with a railroad connection. Work was started on the construction of a railroad embankment extending from the Ronneburg freight station toward the Schmirchau mine. Construction work is being executed by the railroad administration. The last buildings of Schmirchau which were still inhabited were scheduled to be evacuated soon. Ore mining activities proceed according to schedule except on the 120-meter level. Grade II and grade III ore were being mined, the bulk of the ore being of grade III. Most of the ore mined was sent on dump cars to Ronneburg in order to be loaded there. Some of the ore was dumped.
7. The old wooden elevator tower of the Lichtenberg Central Mine was replaced by a steel structure. The entrance to the shaft was to be enlarged and modernized. The shaft was to be exclusively used for hoisting operations.

Details of Object 11 were working on the new mine shaft between Lichtenberg and Lengfeld about 1.8 kilometer from Lengfeld. Construction work had only just begun during the reported period. The locality of Lichtenberg had been completely evacuated. Ore mining activities proceeded according to schedule. Grade II and grade III ore was, however, rather scarce. Almost all of the ore was sent on dump trucks to Ronneburg in order to be loaded there. Some of the ore was dumped.

8. The ore from Lichtenberg and Schmirchau was alternately loaded on the two ramps at the freight station and on the premises of the nationalized furniture factory. The loading ramp of the latter factory which was located on Faltzdorfer Strasse was scheduled to be enlarged in order to be capable of handling all the ore shipped to Ronneburg. Grade II ore was separately loaded on the ramp of the railroad station. It appeared that this ore was piled up until the quantities available were adequate for one whole train. On 8 May, a Sunday, only grade II ore was loaded. The rate of loading was not even; loading was done in 3 shifts. Between 1 and 14 May, an average of 22 to 25 railroad cars was loaded per shift at the ramp of the freight station, while 12 to 16 railroad cars were handled per shift at the ramp on Faltzdorfer Strasse. Between 14 May and 20 June, 55 to 60 flatcars were loaded per shift.

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Most of these cars were ultimately consigned to Crossen. On 16 June, railroad cars were loaded for Crossen, Gittersee, and Aue; on 13 May, 30 railroad cars were dispatched to Gittersee.

9. The enlargement of the Stolzenberg open-pit mine continued at a slow pace. Only one excavator was used for stripping operations. It was planned, to employ more excavators, however, a loading ramp was to be built near Stolzenberg.
10. Construction work for the enlargement of the Faltzdorf Central Mine continued. About 25 workers were employed in each shift. Work was done in three shifts; ore mining activities had not yet started.

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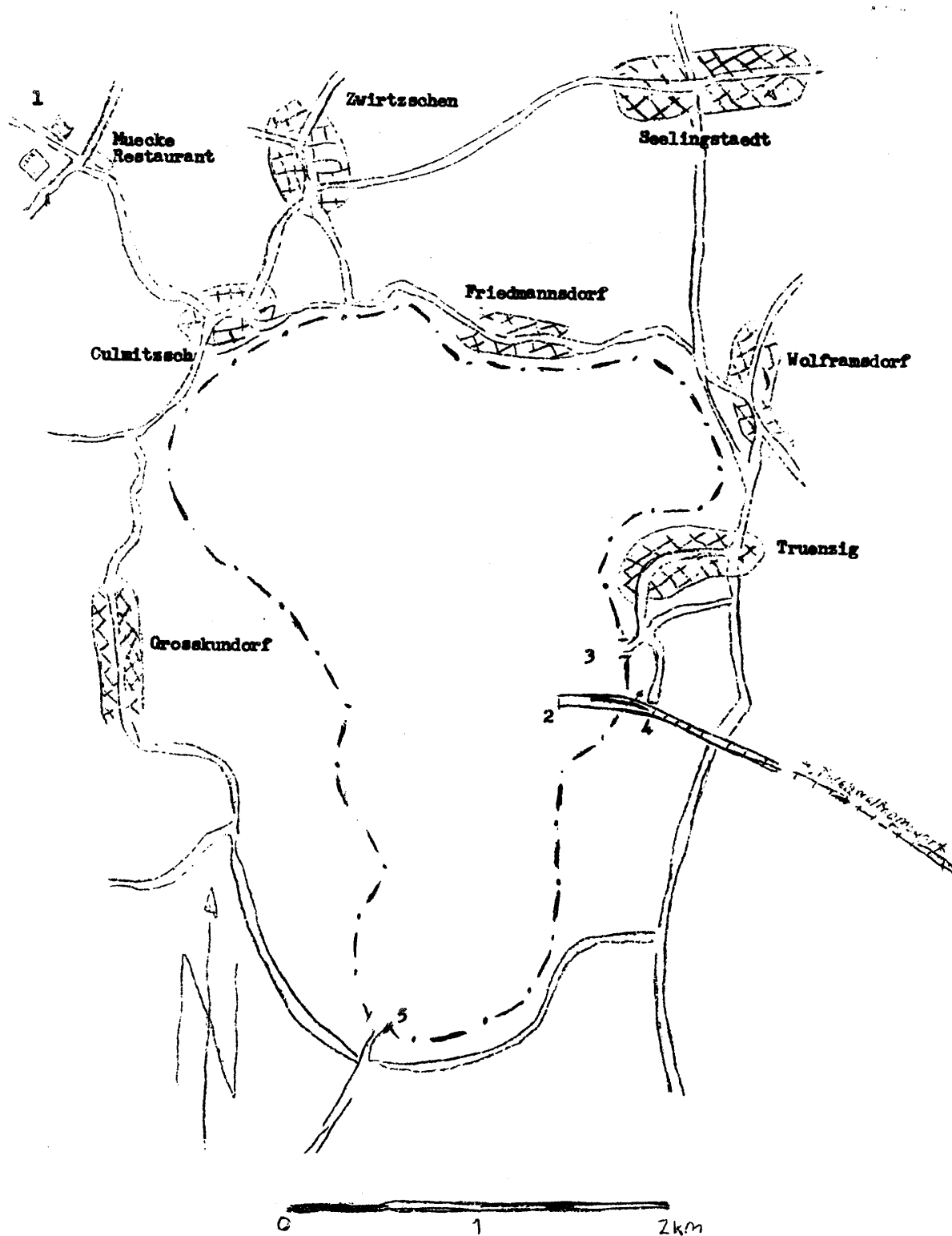
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-3-

Annex

MINING INSTALLATIONS IN THE KATZENDORF AREA



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Mining Installations in the Katzentorf Area

Legend:

- 1 - Mines
- 2 - Loading point
- 3 - Pit shaft
- 4 - New loading ramp
- 5 - Old pit shaft

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